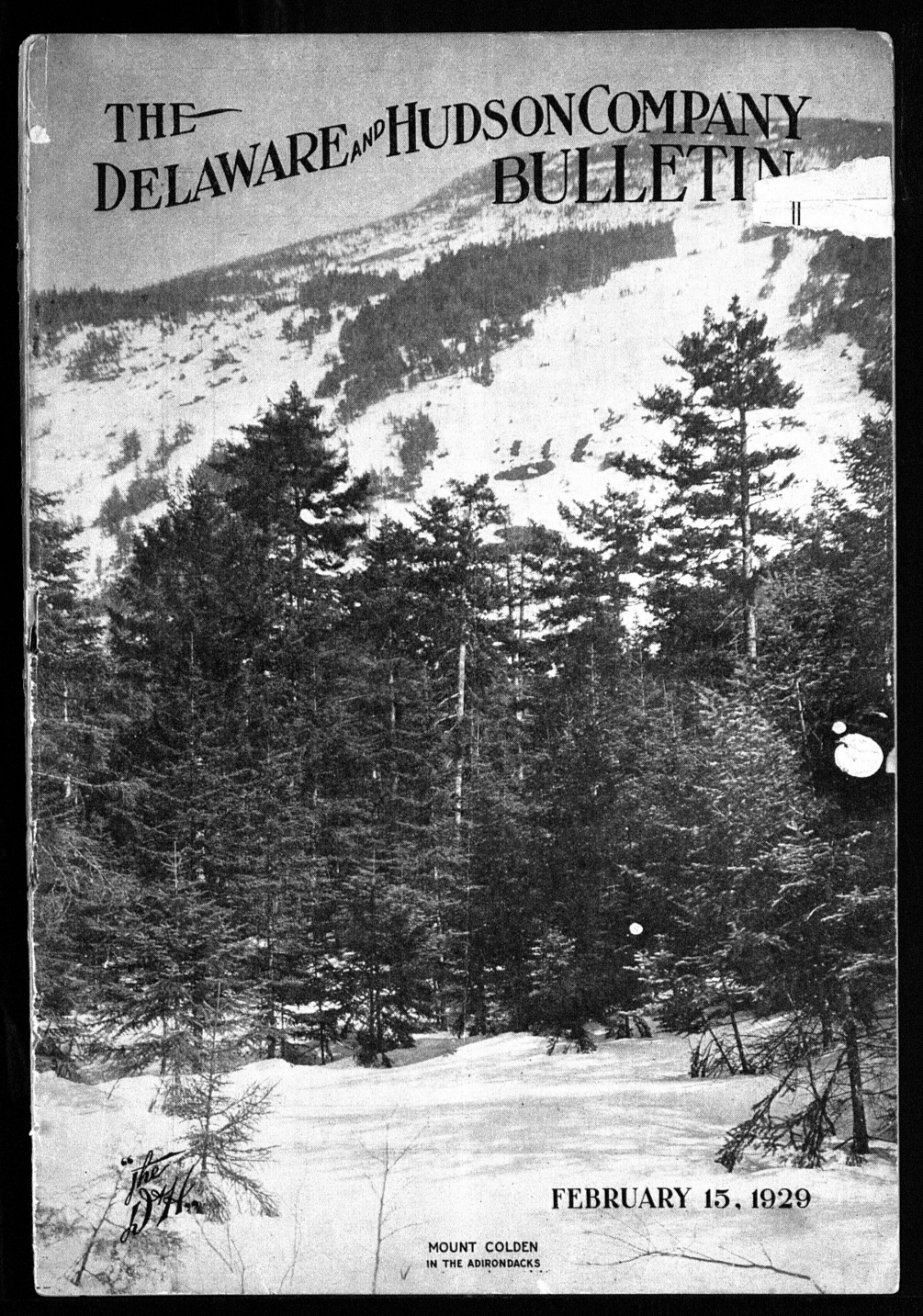


# THE DELAWARE<sup>AND</sup> HUDSON COMPANY BULLETIN



II

*The  
D.H.*

FEBRUARY 15, 1929

MOUNT COLDEN  
IN THE ADIRONDACKS

## Washington's Birthday



*P*ALE is the February sky,  
And brief the midday's sunny hours;  
The wind-swept forest seems to sigh  
For the sweet time of leaves and flowers.

*Yet has no month a prouder day,  
Not even when the summer broods  
O'er meadows in their fresh array,  
Or Autumn tints the glowing woods.*

*For this chill season now again  
Brings, in its annual round, the morn  
When, greatest of the sons of men,  
Our glorious Washington was born!*

*Amid the wreck of thrones shall live  
Unmarred, undimmed, our hero's fame,  
And succeeding years shall give  
Increase of honors to his name.*

---

WILLIAM CULLEN BRYANT

*The  
D.H.*

The  
DELAWARE AND HUDSON COMPANY

*The  
D.H.*

BULLETIN

Vol. 9

Albany, N. Y., February 15, 1929

No. 4

## Builder of Bridges

*Every Span on the Susquehanna Division Built, Rebuilt, or "Doubled"  
During His Term of Service*

IF the only problem facing railroad builders was the laying of track over miles of level country, construction and maintenance would be relatively simple. They must, however, overcome no end of obstacles before the first construction work is begun. There are hills to be passed over or circled, varied conditions of soil which necessitate filling, and rivers, streams and canyons to be spanned. It is for this reason that the plans of the engineers call for numerous bridges. Some of them may cross tiny streams; others connect the opposite sides of wide rivers or deep ravines. Even after the original bridge has been built, the bridge builder must be ever present to replace or reinforce the original structures.

"During my years of service," we were told by GEORGE W. SILLIMAN, pensioned bridge foreman residing at 448 Main Street, Oneonta, "every bridge on the Susquehanna Division was either reinforced, doubled up (changed from single to double-track), or replaced." Moreover, MR. SILLIMAN has been actively engaged in repairing and constructing coal chutes, docks and other structures during the forty years immediately preceding July 1, last, when his name was put on our pension roll.

The fact that he was born and raised in the vicinity of a growing railroad probably had much to do with his career. His birthplace stood on the north side of Goodyear Lake, a short distance from Cooperstown Junction. Part of the land on

which it stood was later purchased when the dam which now furnishes water power for a plant of the Associated Gas and Electric Company was constructed. While in school, in a little frame schoolhouse which still stands just east of our right-of-way, midway between Cooperstown Junction and Colliers stations, MR. SILLIMAN learned about the "Three R's". Doubtless his mind wandered at times when he heard a train roll by on the Delaware and Hudson mains a few score feet away.

When not in school he spent much of his time watching the construction and operation of the railroad. In 1882 the line was double-tracked from Oneonta to Colliers,

and shortly afterward to Schenectady. At that time the bridge at Colliers was of the gauntlet type and all trains were forced to stop before crossing. For some time after the line was double-tracked this old type of bridge was used.

In 1887 GEORGE found his first employment with our company at Oneonta under Car Fore-



GEORGE W. SILLIMAN

## *The Delaware and Hudson Company Bulletin*

man "Joe" Fuller. John Skinner was then master car builder. For a time he worked in the lumber storage shed which bordered on Ann Street, a street which paralleled the tracks in back of the shops. (This street was later purchased by the company and the houses were removed to lower River Street.) The lumber shed was between two and three hundred feet long. A track, which extended along its entire length, was used to load or unload lumber as required.

While GEORGE was thus employed, Mr. Skinner told the men to come down to work one Sunday to pick up a wreck. A derailment had occurred north of Schoharie Junction and fifteen cars were scattered over the track and down the bank. The cars were pulled up the side of the bank with the aid of jacks, and a boom secured to the end of a car. A cable was run from the car through a pulley at the end of the boom and the locomotive was used to pull the car body back on the track. The trucks were pulled up to the right of way in the same manner and the cars were then jacked up on the trucks. They were on duty from early Sunday morning until twenty-four hours later, clearing up the wreck.

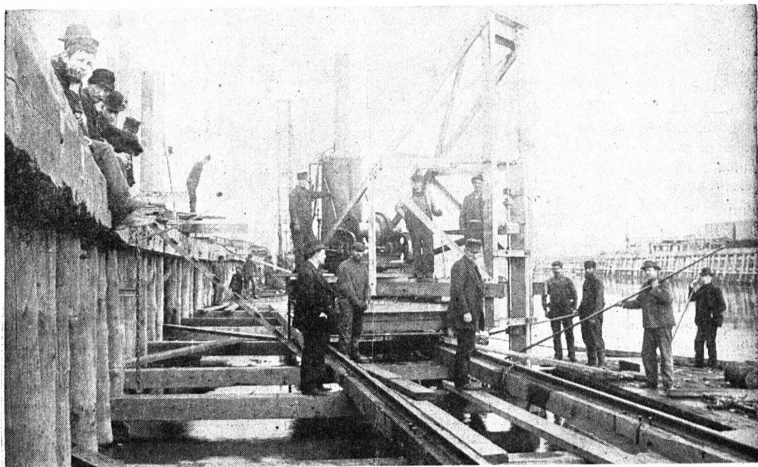
The wooden parts used in cars of that day were very heavy; consequently MR. SILLIMAN found the work a bit too heavy and he left the

services of the company for a time, working on the "O. & W."

After a time of "roughing it" he returned to the Delaware and Hudson as a carpenter in the Maintenance Department under S. P. Thompson, general bridge foreman. He was later promoted successively to the rank of Assistant Foreman and Foreman. In the latter capacity he was placed in charge of a "fence gang" whose duty it was to rebuild the fences starting from Oneonta and working northward. The fence was of the old "wire and picket" construction, similar to the snow fences now in use, and as the gang moved along they rebuilt some sections completely, taking with them the salvaged materials from the old fence to be used in repairing sections which did not require rebuilding. Each morning they began where they had left off the night before, continuing until dark, seeking their meals and lodging for the night wherever they happened to be. He received \$1.75 per day, as foreman, while his men received \$1.25.

In 1889 he worked on the first coal chute erected at Oneonta, south of MX tower, in which the coal (lump anthracite) was hoisted to the pockets by means of a conveyor. In 1901 this chute was replaced by a new structure onto

(Turn to page 62)



Cutting off Piles Under Water  
Mr. Silliman is standing in center, inside of framework



# *The Schenectady Massacre*

*Sleeping Village Destroyed and Inhabitants Murdered by Party  
of French and Indians*

THE city of Schenectady, the second largest in the state of New York served by the Delaware and Hudson rails, stands upon the site of the great Mohawk "castle" and is said to have been the principal seat of that nation before it became the capital of the confederated Five Nations. To it they gave the name, *Schagh-naac-taa-da*, signifying "beyond the pine plains." The settlement was abandoned by the Indians in the early period of colonial history.

The first white settlement is said to have been made by the Dutch some time prior to 1620 for the purpose of carrying on the fur trade. According to the Dutch records the first grant of lands was made on June 23, 1661, to Arent Van Corlear and others, on condition that title to the soil be purchased from the Indians. The deed for this land, obtained in 1672, was signed by four Mohawk chiefs.

The settlement passed to the control of the English in 1664, became Dutch territory again in 1673, but was restored to England in 1674. The village is described by two Labadist missionaries who visited it in 1680 as a square, set off by palisades, with about thirty houses situated "on the side of the Maquas kill, a stream they cannot use for carrying goods up or down in yachts or boats."

Early in 1690 the inhabitants, distracted and disunited by Leisler's assumption of command of the province of New York and the enforcement of his authority by an armed force, gave little concern to the insecure situation of the village on the frontier of the province. For this lack of vigilance, they paid a bloody penalty.

The French, who had settled Canada, also claimed the territory in New York as a part of New France. Early in February, 1690, an expedition, consisting of about two hundred French soldiers and a smaller number of Indians, the latter under the leadership of Kryn, "The Great Mohawk," was sent southward by Count de Frontenac, the governor, to attack Albany. Reaching the fork in the trail which led to Schenectady the French officers abandoned the intended attack on Albany and, by the advice of the Indians, marched instead against the

poorly protected village of Schenectady. Entering the silent village just before midnight on February 8, 1690, they took the sleeping inhabitants unawares. During the massacre, which lasted two hours, sixty of its two hundred and fifty inhabitants were killed and ninety taken captive. Of the eighty or more houses, all were burned save two.

The following interesting account of this massacre is an extract from Samuel Gardner Drake's "Book of Indians," published in 1834.

"After two-and-twenty days' march, the enemy fell in with Schenectady, February 8, 1690. There were about 200 French, and perhaps 50 Caughnewaga Mohawks, and they at first intended to have surprised Albany; but their march had been so long and tedious, occasioned by the deepness of the snow and coldness of the weather, that, instead of attempting anything offensive, they had nearly decided to surrender themselves to the first English they should meet, such was their distressed situation, in a camp of snow, but a few miles from the devoted settlement. The Indians, however, saved them from the disgrace. They had sent out a small scout from their party, who entered Schenectady without even exciting suspicion of their errand. When they had staid as long as the nature of their business required, they withdrew to their fellows.

Seeing that Schenectady offered such an easy prey, it put new courage into the French, and they came upon it as above related. The bloody tragedy commenced between 11 and 12 o'clock, on Saturday night; and, that every house might be surprised at nearly the same time, the enemy divided themselves into parties of 6 or 7 men each. Although the town was empaled, no one thought it necessary to close the gates, even at night, presuming the severity of the season was a sufficient security; hence the first news of the approach of the enemy was at every door of every house, which doors were broken as soon as the profound slumbers of those they were intended to guard. The same inhuman barbarities now followed, that were afterward perpetrated upon the wretched inhabitants of Montreal. 'No

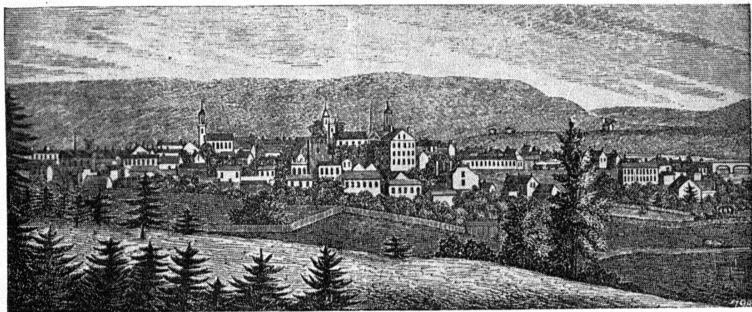
## *The Delaware and Hudson Company Bulletin*

tongue,' said Col. Schuyler, 'can express the cruelties that were committed.' Sixty-three houses, and the church, were immediately in a blaze. *Enciente* women, in their expiring agonies, saw their infants cast into the flames, being first delivered by the knife of the midnight assassin! Sixty-three persons were put to death, and twenty-seven were carried into captivity.

A few persons fled towards Albany, with no other covering but their night-clothes; the horror of whose condition was greatly enhanced by a great fall of snow; 25 of whom lost their limbs from the severity of the frost. With these poor fugitives came the intelligence to Albany, and that place was in a dismal confusion, having, as

safety. He at length adventured down, and had the great satisfaction of having all his captured friends and relatives delivered to him; and the enemy departed, keeping good their promise that no injury should be done him.

Among those who made a successful defence and kept the foe at bay, was Adam Vrooman. Being well supplied with ammunition, and trusting to the strength of his building, which was a sort of fort, he formed the desperate resolution to defend himself to the last extremity; and if it should prove his fate to perish in the ruins of his own domicile, to sell his own life and that of his children as dear as possible. Seconded in his efforts by one of his sons, who assisted in



Eastern View of Schenectady

usual upon such occasions, supposed the enemy to have been seven times more numerous than they really were. About noon, the next day, the enemy set off from Schenectady, taking all the plunder they could carry with them, among which were 40 of the best horses. The rest, with all the cattle and other domestic animals, lay slaughtered in the streets.

One of the most considerable men of Schenectady, at this time, was Captain Alexander Glen. He lived on the opposite side of the river, and was suffered to escape, because he had delivered many French prisoners from torture and slavery, who had been taken by the Indians in the former wars. They had passed his house in the night, and, during the massacre, he had taken the alarm, and in the morning he was found ready to defend himself. Before leaving the village, a French officer summoned him to a council, upon the shore of the river, with the tender of personal

loading his guns, he kept up a rapid and continuous fire upon his assailants, and with the most deadly effect. His house was soon filled with smoke. His wife, nearly suffocated with it, cautiously, yet imprudently, placed the door ajar. This an alert Indian perceived, and firing through the aperture, killed her. In the mean time, one of his daughters escaped from the back hall door with his infant child in her arms. They snatched the little innocent from her arms, and dashed out its brains; and in the confusion of the scene the girl escaped. Their triumph here, however, was of short duration; Mr. Vrooman succeeded in securely bolting the door and preventing the intrusion of any of the enemy. On witnessing Mr. Vrooman's courage, and fearing greater havoc among their chosen band, the enemy promised, if he would desist, to save his life and not set fire to his building. This promise they

fulfilled, but carried off two of his sons into captivity."

The following additional particulars respecting this tragedy are drawn from a translation of an account by Pierre Francois Xavier de Charlevoix, a French Jesuit, of his travels and historic events in North America, published in 1730.

"This party marched out before they had determined against what part of the English frontier they would carry their arms, though some part of New York was understood. Count Frontenac had left that to the two commanders. After they had marched 5 or 6 days, they called a council to determine upon what place they would attempt. In this council, it was debated, on the part of the French, that Albany would be the smallest place they ought to undertake; but the Indians would not agree to it. They contended that, with their small force, an attack upon Albany would be attended with extreme hazard. The French being strenuous, the debate grew warm, and an Indian Chief asked them 'how long it was since they had so much courage.' To this severe rebuke it was answered, that, if by some past actions they had discovered cowardice, they should see that now they would retrieve their character; they would take Albany or die in the attempt. The Indians, however, would not consent, and the council broke up without agreeing upon any thing but to proceed on.

"They continued their march until they came to a place where their path divided into two; one of which led to Albany, and the other to Schenectady; here Mantet gave up his design upon Albany, and they marched on harmoniously for the former village. The weather was very severe, and for the following 9 days the little army suffered incredible hardships. The men were often obliged to wade through water up to their knees, breaking its ice at every step.

"At 4 o'clock in the morning, the beginning of February, they arrived within two leagues of Schenectady. Here they halted, and the Great Agnier, chief of the Iroquois of the falls of St. Louis, made a speech to them. He exhorted every one to forget the hardships they had endured, in the hope of avenging the wrongs they had for a long time suffered from the perfidious English, who were the authors of them; and in the close added, that they could not doubt of the assistance of heaven against the enemies of God, in a cause so just. Hardly had they taken up their line of march, when they met 40 Indian women, who gave them all the necessary information for approaching the place in safety. A Canadian, named Giguere, was detached imme-

diately with 9 Indians upon discovery, who acquitted himself to the entire satisfaction of his officers. He reconnoitred Schenectady at his leisure, and then rejoined his comrades. It had been determined by the party to put off the attack one day longer; but on the arrival of the scout under Giguere, it was resolved to proceed without delay.

"Schenectady was then in form like that of a long square, and entered by two gates, one at each end. One opened towards Albany, the other upon the great road leading into the back country, and which was now possessed by the French and Indians. Mantet and St. Helene charged at the second gate, which the Indian women before mentioned had assured them was always open, and they found it so. D'Iberville and Repentigni passed to the left, in order to enter by the other gate, but, after losing some time in vainly endeavoring to find it, were obliged to return and enter with their comrades.

"The gate was not only open but unguarded, and the whole party entered without being discovered. Dividing themselves into several parties, they waylaid every portal, and then the warwhoop was raised. Mantet formed and attacked a garrison, where the only resistance of any account was made. The gate of it was soon forced, and all of the English fell by the sword, and the garrison was burned. Montigni was wounded, in forcing a house, in his arm and body by two blows of a halberd, which put him *hors du combat*; but St. Helene being come to his assistance, the house was taken, and the wounds of Montigni revenged by the death of all who had shut themselves up in it. Nothing was now to be seen but massacre and pillage in every place. At the end of about two hours, the chiefs, believing it due to their safety, posted bodies of guards at all avenues, to prevent surprise, and the rest of the night was spent in refreshing themselves. Mantet had given orders that the minister of the place should be spared, whom he had intended for his own prisoner; but he was found among the promiscuous dead, and no one knew when he was killed, and all his papers were burned.

"After the place was destroyed, the chiefs ordered all the casks of intoxicating liquors to be staved, to prevent their men from getting drunk. They next set all the houses on fire, excepting that of a widow, into which Montigni had been carried, and another belonging to Major Coudre; they were in number about 40, all well built and furnished; no booty but that which

(Turn to page 62)

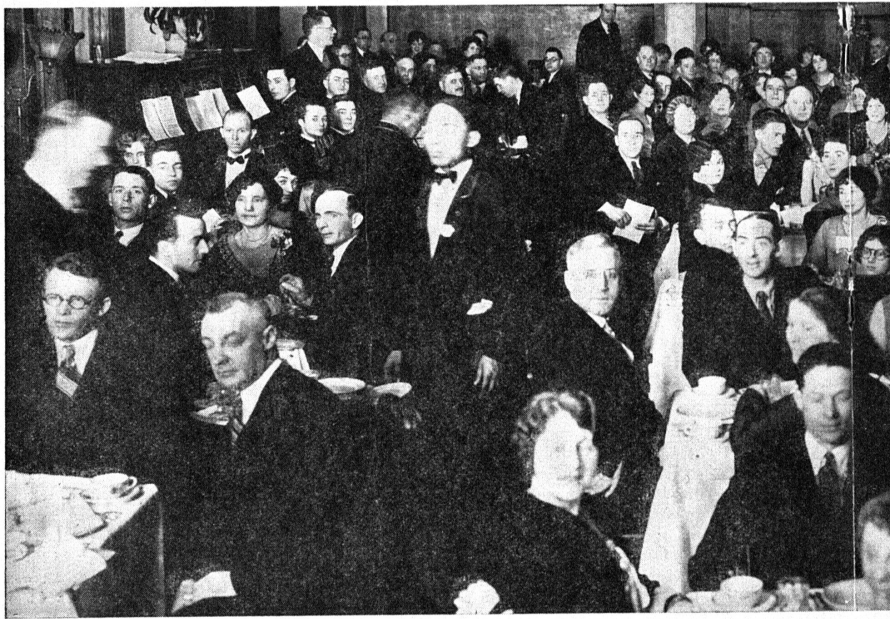
## *Pennsylvania Division Railroad Club*

*Third Annual Social Gathering Held in Crystal Ball Room of Hotel*

THEY have a way of doing big things very quietly down on that ninety-two mile stretch officially known as the Pennsylvania Division. Big engines haul big trains, but the most important factor in the whole proposition is the bigness of the folks who make this performance possible. Generally they carry on in such a matter-of-fact manner that they are almost secretive about it. The story of the Third Annual Dinner and Dance of the Delaware and Hudson Railroad Club, Pennsylvania Division, is one thing they can't keep to themselves, and it will go down in history, at least BULLETIN history, as the biggest social event of the year 1929 up to this time.

The crystal ball-room of the Hotel Casey, in Scranton, was bright with the glitter of crystal chandeliers, glassware and cutlery and made a very appropriate setting as the 200 guests filed in to take their places promptly at seven o'clock, Wednesday evening, January 30. The bright colored gowns of the ladies present made a scene so colorful that the principal speaker of the evening was moved to comment appreciatively on the appearance of the gathering in the course of his address.

GAVIN BURT, erstwhile signal maintainer at Carbondale, led his "Troubadors" in furnishing dinner and dance music of a class which makes



A Few of the Merry



## *d Club Enjoys Dinner and Dance*

*of Hotel Casey, Scranton, Wednesday Evening, January 30*

as wax enthusiastic as we think of it! Under the able leadership of Jack Walsh, there was such singing as you may rarely hope to hear, and the roast chicken dinner which was served must have pleased the most fastidious person present.

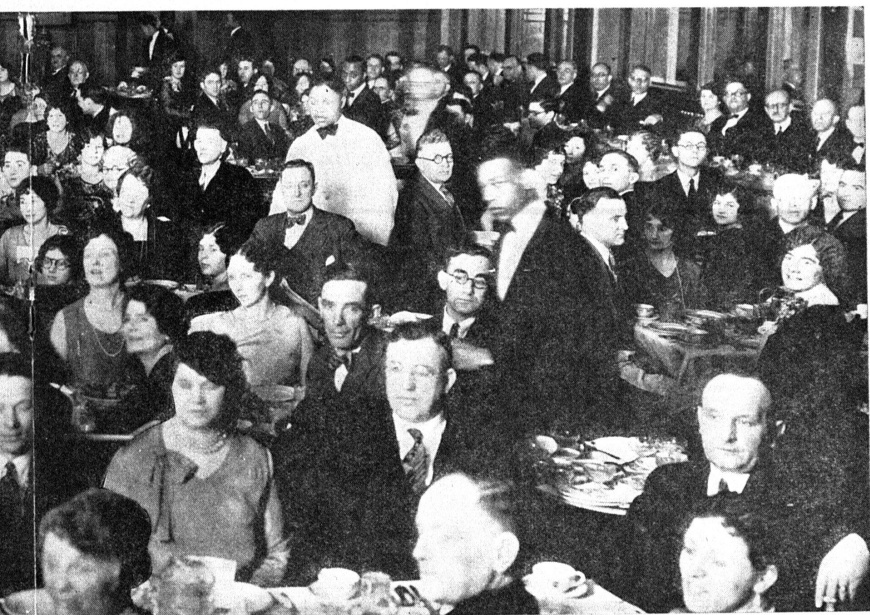
The fruit cocktails were hardly under way when JOHN BOYLE was called upon to lead the singing of "It's a Big Night Tonight". That started the ball rolling and there was no "time-out" called until the "Troubadors" played "Good Morning Ladies" to tell everyone that it was time to catch the special train back to Carbondale and way stations. During the dinner everyone present was called on to lead the sing-

ing and much hidden talent was brought to light amid hearty rounds of applause.

As toastmaster, J. T. PHILBIN ran things off in very clever style. Only by considerable effort could he possibly have found those little stories of the early lives of the speakers: for example, how F. L. HANLON, Supervisor of Wage and Working Agreements, worked in a grocery store for three dollars a week and put five dollars in the bank each week.

A surprise attack, so to speak, brought G. D. HUGHEY, Superintendent of Transportation to his feet "for a few remarks". MR. HUGHEY spoke

(Turn to page 60)



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*The*

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**Delaware and Hudson Company  
BULLETIN**

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*Office of Publication :*

DELAWARE AND HUDSON BUILDING.  
ALBANY, N. Y.

**P**UBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

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### *Washington and Lincoln*

**I**N Washington, Abraham Lincoln saw the greatest man of all time. Much has been written, by less worthy individuals, in an attempt to cast a slur upon Washington's character. Fortunately the attempts have been unsuccessful. We doubt, however, if any higher authority can be called upon to testify from Lincoln. If he is wrong in his estimate of Washington, it is only because time has shown Lincoln himself to have been equally as great as his ideal.

One was a wealthy landowner, the other a poor lawyer. Both faced tremendous difficulties and succeeded. For this reason Lincoln's eulogy of Washington, which appears on the back cover should be of more than passing interest.

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### *Your Escutcheon*

**W**HEN knighthood was in flower the shield or "escutcheon," carried by each knight, was ornamented with pictures which symbolized the brave deeds, conquests and adventures of the bearer. As the shields were passed down from father to son they became the visible record of the family reputation, so to speak. To bring dishonor to the family name was to make a "blot on the escutcheon", which, of course, meant public disgrace to the knight who had to carry the shield.

In our day it is not customary to carry your family reputation around on a shield, though carry it you do, nevertheless, in other ways. "The Delaware and Hudson Family" has a

reputation, not only along its lines, but far afield, than which there is none better.

A stranger in a city many miles distant had occasion recently to inquire about "The D. & H." He asked several of his acquaintances and in each case received the same reply, "They're a darned fine bunch. If you get up that way look up old Johnny Blank and give him my best!"

It's all very fine to have such expressions of good-will. They make you feel good even though you may not wish to admit it. "Good-will" has, however, a cash value. Just as an illustration, an employee recently went to a bank and borrowed one thousand dollars with no other security than the fact that he was employed by The Delaware and Hudson Company. It wasn't the financial resources of his employer that caused the bank to make the loan. It was the reputation which our employees in general have for paying their just debts and playing square in the game of life.

Each one of us has a definite responsibility which he must bear, in order to preserve this enviable reputation. Before you make a "shrewd" deal, make certain that it is not actually dishonest. Remember that it is not only your own interests but those of thousands of your fellow employees which will suffer if you fall short. Let no unworthy action dim the brightness of our shield.

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### *What Have You Done ?*

**H**OW can you tell an honest man? The big surety companies, which insure against loss through dishonesty on the part of employes and other persons, have made a study of this question, with some interesting results.

They have found that there is a definite relation between dishonesty, and temptation, and need.

When asked to go bond for a man they do not base their decision on what a man looks like, his dress, nor what he himself says. In fact, they rarely see the man for whom they provide a bond.

They don't take much stock in heredity, and don't attempt to find out if the individual's parents were ever guests in a jail.

What they do go by is a man's record of past employment. If that's all right, they can afford to take a chance on his honesty.

They investigate carefully the individual's history for ten years back. If he has been honest during that time, is living within his means, and if his occupation does not offer many temptations, he will generally remain worthy of trust.

# Awards for Prize Sections

Total of \$1,800 Distributed Among Twenty-six Winning Foremen

IN 1928, as in the two preceding years, twenty-six awards were made to Section Foremen whose sections were adjudged the best on our railroad. The list included first and second prizes for the best main line, branch, and yard sections on each of our four divisions, awards for the two best main and branch line sections on the system, and prizes for the sections showing the greatest improvement in the year just closed over 1927.

The method of determining the ratings of the various sections was the same this year as last. Groups of judges went over the line making entries of their estimate of the sections' merits in note books. Averages of these entries were struck off in the office of the engineer maintenance of way. These ratings were in turn combined with the figures obtained from the Hallade Track Recording Machine (described in BULLETIN of March 15, 1928).

E. PARILLO of Ballston, N. Y., was selected as the winner of the system prize. His average was 101.31. Four other foremen had averages of 100 or over. Winners of the prizes, which amounted to a total of \$1,800, were as follows:

BEST MAIN LINE SECTION—ALL DIVISIONS						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Saratoga	F	14	101.31	F. Parillo	Ballston	\$50 (1st)
Susquehanna	D	2	100.87	H. McKinty	Esperance	25 (2nd)
BEST BRANCH LINE SECTION—ALL DIVISIONS						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Saratoga	F	B-1	91.51	V. Santarcangelo	Ballston Lake	\$50 (1st)
Champlain	M	11	90.26	J. Battisti	Onchiota	25 (2nd)
BEST DIVISION MAIN LINE SECTION						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	L	3	97.95	G. Ciccone	Plattsburgh	\$100 (1st)
do	L	8	97.40	N. Deso	Coopersville	50 (2nd)
Saratoga	F	14	101.31	F. Parillo	Ballston	100 (1st)
do	H	7	101.16	C. Woodbury	Smiths Basin	50 (2nd)
Susquehanna	D	2	100.87	H. McKinty	Esperance	100 (1st)
do	C	4	100.01	W. W. Buchanan	Otego	50 (2nd)
Pennsylvania	C	2	95.01	L. Dillelo	Center Village	100 (1st)
do	C	5	93.24	C. Vandenburg	Windsor	50 (2nd)
BEST DIVISION BRANCH LINE SECTION						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	M	11	90.26	J. Battisti	Onchiota	\$100 (1st)
do	M	14	90.17	G. Lashway	Saranac Lake	50 (2nd)
Saratoga	F	B-1	91.52	V. Santarcangelo	Ballston Lake	100 (1st)
do	I	6	89.11	H. F. Parker	Warrensburgh	50 (2nd)
Susquehanna and	D	20	80.51	G. Osterhout	Portlandville	100 (1st)
Pennsylvania	D	21	80.29	D. Tucie	Cooperstown	50 (2nd)
BEST YARD SECTION (First Class)						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Pennsylvania	A	2	85.67	O. A. Rogers	Wilkes-Barre	\$100 (1st)
Susquehanna	C	18	85.60	P. Whalen	Binghamton	50 (2nd)
(Second Class)						
Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	L	4	94.46	B. Lorado	Plattsburgh	\$100 (1st)
Susquehanna	E	18	89.69	J. Orolaio	Delanson	50 (2nd)

## The Delaware and Hudson Company Bulletin

### SECTION SHOWING GREATEST IMPROVEMENT

Division	Sub. Div.	Section	Foreman	Location	Prize
Champlain	M	14	G. Lashway	Saranac Lake	\$50 (1st)
do	M	15	A. Valanze	Lake Placid	25 (2nd)
Saratoga	I	4	C. E. Winslow	Corinth	50 (1st)
do	F	16	J. Corsale	Saratoga	25 (2nd)
Susquehanna	C	16	S. Delello	Sanitaria Spgs	50 (2nd)
do	C	6	L. Sandyke	Wells Bridge	25 (2nd)
Pennsylvania	A	14	S. Bionco	Olyphant	50 (1st)
do	C	5	C. Vandenburg	Windsor	25 (2nd)

### Pennsylvania Division Dinner

(Continued from page 57)

briefly, complimenting the Division on its Railroad Club. MR. HANLON, who was the first speaker officially on the program, also complimented the organization on its good work. In closing his remarks MR. HANLON paid a tribute to SUPERINTENDENT C. A. MORGAN of the Pennsylvania Division which brought forth hearty applause.

MR. W. W. BATES, Assistant to General Manager for Personnel, was the principal speaker of the evening. He briefly outlined the development of the movement to bring about a better understanding between the employer and employee.

The complex nature of the problem with which the railroads have to deal, due to the various elements comprising the organization often makes it necessary to follow a different course from that taken by other industries. Likewise, railroad workers, as a class, resent any action which seems to them to be of a paternalistic sort, or an interference with their private affairs, no matter how well intentioned it may be.

For the past fifteen years The Delaware and Hudson Company has been developing a better understanding with its people. In approaching the subject of employee relationship, a practical program of activities developed a mutual interest wherein the employees entered into the various undertakings in a whole-hearted manner and with the full recognition that they were not only contributing toward the prosperity of the company they work for but improving their own conditions. In this spirit it was not difficult to encourage the proper interest in social, athletic, and fraternalistic activities. Safety and First Aid programs were enthusiastically supported and as further evidence with the introduction of Group Insurance, the employees participated to the extent of ninety-two per cent (92%) of those eligible. Since the year 1922, when the plan was put in operation, over two million dollars has

been paid out to employees or their families on Group Insurance policies.

Without the use of spectacular methods or "circus stunts" a progressive program has been carried out. The first step was the Safety Program. This was followed by efforts to stabilize employment, The Delaware and Hudson Company being a pioneer in this field of endeavor. In the interest of better health, periodic physical examinations are now being made by the company physicians, and competitive sports are encouraged.

MR. BATES also gave some interesting figures on the length of service of Delaware and Hudson employees now in service. In concluding he said, "It shows that 'The D. & H.' must be a pretty good railroad to work for when our records show that 73 per cent of the employees now on our rolls have been employed for five years or longer."

After the floor was cleared, dancing was enjoyed until the time came to dash for the special train which was provided to carry the folks back to Carbondale and intermediate points.

As has been the case in previous years, there was a large delegation present from Albany, and it may be said without fear of successful contradiction that everyone who attended the gathering enjoyed it immensely.

The committee which so ably handled the arrangements consisted of:

N. S. BURNS, Chairman  
D. J. BUCKLEY, Tickets and Press  
J. W. HOWARD, Entertainment  
M. J. McDONOUGH, Floor  
H. N. ATIERTON, Reception  
J. J. BRENNAN, Reception

A gentleman slipped on the top stair of the subway and started sliding to the bottom. Half way down he collided with a lady, knocked her off her feet, and the two continued the journey together. After they had reached the bottom, the lady, still dazed, continued to sit on the gentleman's chest. Looking up at her politely, he finally exclaimed, "Madam, I'm sorry, but this is as far as I go."—*Wall Street Journal*.



### Susquehanna Veterans Elect

**F**OLLOWING a chicken dinner at the Elks Club, Oneonta, the Susquehanna Division Veterans Association held their annual meeting for the election of officers in St. Mary's Hall, Sunday afternoon, January 27. The meeting was called to order by PRESIDENT D. F. KELLEY, and the minutes of the previous meeting were read by SECRETARY J. T. CONNORS. Immediately afterward the members cast their ballots unanimously re-electing all officers. They are: PRESIDENT D. F. KELLEY, Schenectady; VICE-PRESIDENT E. W. LALOR, Oneonta; SECRETARY J. T. CONNORS, Elsmere; and TREASURER D. F. WAIT, Albany.

At the same time the Ladies Auxiliary held a business meeting and election, re-electing Mrs. J. J. Conroy, Albany, President; and Mrs. V. L. Bartow, Oneonta, Treasurer. Mrs. George Prindle was elected Secretary to succeed Mrs. P. F. Keegan of Oneonta. Mrs. David Kelley, Schenectady, Mrs. J. T. Connors, Elsmere, and Mrs. Thomas Sullivan, Binghamton, were elected vice-presidents. A new office, that of Press Correspondent, was created by the Auxiliary at the meeting and Mrs. Charles Brosmer, Oneonta, was selected to fill the position.

### Bowlers in First Place

**B**Y winning three games from Keelers, Saturday evening, January 19, the Delaware and Hudson Athletic Association's team in the National division of the Albany City Bowling League extended their lead to three games. Keelers have been their closest rivals for first place honors during the current season and both teams were anxious to win these three decisive games. Each of Keelers' games were well over 900 but the Athletic Association men, rolling in top form, turned in three games over 1000.

Two records fell at the hands of our men. The high-three-game mark of 3097 was raised to 3133 and FLOYD CLOUGH broke the high-three-string record of 688 by turning in 691. Nine of the fifteen games, taken individually, were over 200, and every member of the team, with one exception, rolled over 600.

S. G. MALSAN, secretary of the league, reported that CAPTAIN GEORGE WALDBILLIG is the individual leader in the league with an average of 193. Although FLOYD CLOUGH had an average of 199 he has not rolled a sufficient number of games to be eligible for a prize.

These games concluded the home-and-home

series of each team and the remaining seven games are scheduled to be bowled on neutral alleys. Our men are confident of winning first place at the end of the season as they have won nineteen of their twenty-one games on foreign alleys.

Their lead was maintained Saturday, January 23, when they met and defeated Arbor Hill in three more games on the Central Alleys, although Keelers also won their three games on that date. Five more individual 200 games were rolled against Arbor Hill, two of which were BEALE'S 217 in the first and 215 in the third, which coupled with 194 gave him high honors for the evening with 626. All of the other members of the team were well above 500 for the three games.

At the conclusion of these games the standing of the teams was as follows:

#### NATIONAL LEAGUE

Team	Won	Lost	P. C.
D. & H. A. A. ....	35	10	.778
Keelers .....	32	13	.711
K. of C. Nats. ....	26	19	.578
G. Y. M. ....	21	24	.467
Arbor Hill .....	20	25	.444
West End Community.....	20	25	.444
I. O. O. F. ....	18	27	.400
Central Juniors .....	8	37	.170

### The Cover Picture

**T**HE cover picture for this issue of THE BULLETIN shows Mount Colden, one of the highest Adirondack summits. It is 4,713 feet high and is located about twelve miles south of Lake Placid.

We are indebted to the Conservation Commission who very kindly gave us the use of their photograph for our cover.

The conductor had run off a right good month, but after cashing his check allowed the boys to pull him into a poker game. That evening he handed his wife \$58.00.

"My gracious, George," she said. "Was that all you made last month?"

"Yes, Honey," said George, "you know we hauled empties pretty nearly all month."—*Ex.*

From an examination paper: "The opposite of practical is political."—*Manchester Guardian.*

### Builder of Bridges

(Continued from page 52)

which the cars were hauled by a locomotive. In the same year he worked on the construction of a coal chute in Delanson yard.

At the time of the Spanish-American War the docks at the foot of Green Street, in Albany, were rebuilt. The accompanying illustration taken during construction of this dock shows, in the background, the pile driving machine at work. The power used to lift the weight used for driving the piles was transmitted by cable from a stationary engine on the old dock, shown on the left. The machine in the foreground was designed by Chief Engineer R. J. Brown for cutting piles off under water. This was necessary due to the fact that the water at high tide was far above the ends of the piles and sometimes rose over the dock itself. The power, furnished by the donkey engine was transmitted by belting to the upright shaft on the right, at the end of which was a large buzz saw which cut off the ends of the piles. This ingenious device simplified and speeded the work, on one occasion cutting ninety piles in a three hour period.

Since 1917 Mr. SILLIMAN has served successively as Bridge and Building Master, Supervisor of Water Service, and Foreman of Carpenters. No matter where we look on the Susquehanna Division, we will not have to go far to witness some of the work of which he is justly proud. His work was not particularly spectacular, yet Mr. SILLIMAN must enjoy a keen sense of satisfaction in the thought that during his two score years of service he has taken part in the construction of structure after structure which are vital to the operation of our railroad.

MR. SILLIMAN is a member of The Delaware and Hudson Veterans Association and the Independent Order of Odd Fellows.

### The Schenectady Massacre

(Continued from page 55)

could be easily transported was saved. The lives of about 60 persons were spared; chiefly women, children, and old men, who had escaped the fury of the onset, and 30 Indians who happened to be then in the place. The lives of the Indians were spared that they might carry the news of what had happened to their countrymen, whom they were requested to inform, that it was not against them that they intended any harm, but to the English only, whom they had now despoiled of

property to the amount of four hundred thousand pounds."

The village was rebuilt in 1691, and a military post was established. The fort was far from formidable. Within it was a little old house constructed of boards, two stories high, the entrance to the upper story being by means of a ladder through a trap door. About 1700 the influx of English settlers began. In 1748 the French and Indians again invaded the region, destroying a nearby hamlet and killing or capturing its inhabitants, but inflicted no damage in the village.

### Door Knockers

THE decorative quality of door knockers has been gaining in recognition and is now held in popular favor, says *Your Home Magazine*. Door knockers were known in the obscure reaches of ancient history, and their development from articles of mere utility to objects of art has covered centuries. The Greeks considered it a breach of etiquette to enter a house without warning the inmates. Spartans gave this notice by shouting their arrival, but the Athenians announced themselves by using the knocker, which introduction was doubtless made at the time when doors superseded hangings for purposes of greater privacy or safety.

First it consisted of a rodlike piece of iron chained to the door, but unfriendly visitors sometimes wrenched it from the door and used it as a weapon of offense against the inmates. It was then that the form was changed to that of a heavy ring fastened by a strong clamp or plate to the door, thus serving the double purpose of knocker and handle. From Greece the custom was transmitted to the Romans and through their conquests to nearly every country of Europe. It was not long before they were very much elaborated, beveled, chased and designed in many variations, of which reproductions may be found for the door that would be interesting today."

A man went into a Scotchman's drug store and ordered fifteen cents worth of quinine. A second later the man screamed, "Help, I'm poisoned."

The Scotchman looked at the box and said, "You're right, it's strychnine, that'll be ten cents extra. Pay me quick, laddie, it works fast."

Don't get so interested in what you are going to do tomorrow that you don't do anything today.

## Clicks from the Rails

### Track Gauges

Standard gauge tracks (4 feet 8½ inches from the inside of one rail to inside of opposite rail) are used on railways in the United States, Great Britain, Canada, France, Germany, Austria, Holland, Belgium, Denmark, Hungary, Italy, Switzerland, Sweden and European Turkey.

Broad gauge is generally 6 feet and was used by railroads in some of the southern States in this country until early in the present century.

Narrow gauge includes any gauge narrower than standard gauge, such as the meter gauge used largely in Latin American countries; 3-foot gauge frequently employed in construction tracks; or 3 feet 6 inches, which is standard on the British South African Railways. A gauge of 24 inches, or less, is commonly employed for industrial railways.

### Russian Railroad Joke

Russia's railroads are now the subject of many jokes such as were told of early American lines. Some of the yarns which are now "going the rounds" in that country are the same as those once told in America, according to an American newspaper correspondent who tells of hearing the following story told by an old peasant to a fellow traveler:

"The other day, I was riding on the Caucasus Railway to Smolatsensk. The engineer stopped the train to chase a cow off the track. We started up again, and, after an hour, he stopped again to chase a cow off the track. It was the same cow."

### Descendant of Washington

C. O. Sandifer, employed as switchman on a southern road, claims to be a distant relative of George Washington. Of the two Washington brothers who first came to America, Mr. Sandifer is a descendant of one and George Washington was a descendant of the other. Mr. Sandifer possesses a record of the family dating back to 1657, besides a silver ladle said to have been used by George Washington.

### Musical Chef

When Joseph Thomas, chef on the business car of Carl R. Gray, president of the Union Pacific, starts banging pots and pans in the kitchen, one is never certain whether the result will be food or music. He has fashioned twenty-six musical instruments of his own, some of which are made of kitchen utensils. His list includes: A guitar made from a frying pan, a baking pan ukelele, a saucepan mandolin, a broom and dustpan cello, a broiler guitar, a reed instrument with fifty keys made from a tea kettle, played by blowing through the spout, and the stove has been converted into a reed organ.

### Bat From Panama

Baseball fans in the Panama Canal Zone, particularly in railroad circles, will watch Babe Ruth's home run hitting this year with jealous interest. If he makes a new record they will be anxious to know how many of his "circuit drives" were made with a bat presented by them. It is made from a part of an seventy-year-old tie of the old Panama railroad which was recently unearthed, and is made of lignum vitae, a hard, heavy wood; so heavy in fact that it sinks when put in water. It should make an effective weapon for Mr. Ruth in his long distance clouts.

### For "DX" Enthusiasts

Radio fans who can raise station KHL, Los Angeles, in the evening may have heard the locomotive bell ringing out the hour. This is done by the practiced hand of R. H. Angier, fireman of the Southern Pacific, who also announces occasionally and who has performed as a monologist at no less than seven stations.

### Pulled Lincoln Funeral Train

A. J. Wemple, the engineman of the train which carried the body of President Lincoln on its westward trip in April, 1865, passed away in Fort Worth, Texas, January 22. Mr. Wemple, who was ninety-two at the time of his death, is believed to have been the oldest locomotive engineer in America.

### No Age Limit

Conductors and parents alike would be relieved of a bothersome practice if all transportation companies adopted the practice of the Public Service Corporation of New Jersey of determining which children shall, and which shall not pay fare. The system whereby children under five years of age are exempt and children over five years must be covered with a half-fare ticket causes no end of disputes. The corporation mentioned now announces that fare will be collected for persons over three feet in height; those under that figure may ride free. It has been suggested that a family of midgets might profit by such an arrangement, at the expense of the carrier, yet the time and trouble saved in the majority of cases would more than compensate for such a loss.

### Railroad Under Channel

Plans were recently published in Great Britain for a railroad to link London and Paris, running under the English Channel. If these plans materialize, the road will be 252 miles in length. Trains of 550-tons each will be hauled by electric locomotives at an average speed of ninety-two miles per hour, with a maximum limit of 120 miles per hour. Two tracks of seven-foot gauge will run under the channel, connecting on both English and French sides with a four-track line between the tube and terminals. It is estimated that the cost of the venture will be \$225,000,000.

### Peculiar Hobby

Prescott B. McCartney of Rochester has few rivals in his particular hobby. For more than twenty-five years he has collected street car transfers from every location of the world and his collection now contains more than 10,000 pieces, representing nearly every country where street railways exist.

Mr. McCartney said he knows of only one other transfer collector. This man who lives in Omaha, boarded a street car and rode for one block, in order to obtain a transfer for his collection.—A. P.

## Washington



WASHINGTON'S is the mightiest name on earth — long since mightiest in the cause of civil liberty; still mightiest in moral reformation. On that name no eulogy is expected. It cannot be. To add brightness to the sun, or glory to the name of Washington, is alike impossible. Let none attempt it. In solemn awe pronounce the name, and in its naked, deathless splendor leave it shining on.

— *Abraham Lincoln.*